

Star-Bulletin WANT Classified

ONE CENT A WORD

WANT ADS

WANT ADS

A

ANNOUNCEMENT.

Leading hat cleaners. Prices moderate. We sell the latest styles in Panama and Felts. Work called for and delivered. Blaisdell Building. 5895-6m

Antone Canite, shoe repairing; guaranteed. Alakea, corner King St. 5737-4f

AUTOMOBILE FOR HIRE.

GET THERE QUICK.

Telephones 2999 and 1004
HONOLULU AUTO & TAXI CO.
Alakea and Hotel Sts., Opp. Y. M. C. A. Managers Behn & Benford 5739-4f.

AUTO PAINTING.

Auto-owners: Cars painted and made to look like new. Be convinced. Auto Painting Co. Liliha St., nr. King St. 5614-1y.

ARTIFICIAL FLOWERS.

We make a specialty of all kinds of artificial flowers of every variety. We appreciate your patronage. Miss Miyal, 1030 Union St. near Hotel St. 5668-1y

B

BOOK STORE.

Books bought, sold, exchanged. School books our specialty. Pictures framed and enlarged. L. Kahn, 1280 Fort St. 5612-4f

BICYCLE SUPPLIES.

S. Komeya, wholesale and retail dealer in bicycles and accessories. King street near Punchbowl street. 5642-4f

BICYCLES AND SUPPLIES.

We have just received a splendid new supply of PREMIER Bicycles from mainland; also supplies. H. Yoshimaga, 1218 Emma near Beretania. 5690-4f

BICYCLES AND REPAIRING.

K. Okahiro, agent for Pierce Bicycles; for sale; all new; bargain prices. King Street, opposite R. R. Depot. 5721-4f

BUILDER AND CARPENTER.

Higashimura, building of all kinds; work guaranteed; experienced men; reasonable. Beretania opp Union. 5753-1y

BUY AND SELL.

Diamonds, watches and jewelry bought and sold and exchanged. J. Carlo, Fort

C

CONTRACTOR AND BUILDER.

George Yanada, general contractor Estimates furnished. No. 208 Mc Candless Building. Telephone 2157 5265-4f

Y. Miyao, contractor and builder. Pa perhanging and cement work. Estimates furnished free; 223 and 225 North Beretania St. Phone 3516 5521-6m

Sanko Co., 1246 Nuuanu; Tel. 3151 Contracts for building, paperhanging cement work, cleans vacant lots 5537-4f

Y. Kobayashi general contractor, 2034 S. King. Phone 3356. Reasonable 5531-1y

CONTRACTORS.

Yokomizo-Fukumachi Co. general contractors and draying. Smith St. opp. Hawaii Shluppo Sha, office phone 3986; residence 3167.

CLOTHES CLEANING.

The Pioneer, Beretania and Emma Sts.; Phone 3125. Clothes cleaned pressed and dyed. Work guaranteed, called for and delivered 5752-4f

A. B. C. cleaning, repairing; satisfaction guaranteed; call and deliver. Maunakea near Pauahi. Tel. 4148. 5335-1y

T. Hayashi; clothes cleaned, pressed. Tel. 2278. Beretania, cor. Piliol. 5600-1y

CLEANING AND DYEING.

Royal Clothes Cleaning and Dyeing Shop. Cal. and deliver. Tel. 3149. Okamoto, Beretania, nr. Alapai St. 5595-1y

CARD CASES.

Business and visiting cards, engraved or printed, in attractive Russia leather cases, patent detachable cards. Star-Bulletin office. 5540-4f

C

CAFE.

Royal Cafe, everything the best at popular prices; fine home cooking, prompt service; Beretania, nr. Fort St., opp. fire station. K. Nakano, Pr 5745-4f

Boston Cafe, coolest place in town After the show drop in. Open day and night. Bijou theater, Hotel St. 5529-4f

Columbia Lunch Room; quick service and cleanliness our motto; open day and night. Hotel, opp. Bethel street 5518-4f

"The Eagle," Bethel bet. Hotel and King. A nice place to eat; fine home cooking. Open night and day 5638-4f

"The Hoffman," Hotel St., next the Encore. Best meals for price in town. Open all day and all night 5535-4f

Astor Cafe. Unexcelled home cooking. Best materials at popular prices. Try us. King nr. Alakea St. 5606-1y

New Orleans Cafe. Substantial meals moderate. Alakea cor Merchant St. 5589-4f

D

DRESSMAKER AND SHIRTMAKER.

V. Kim, ladies' and children's dressmaker. Shirtmaker. Underwear to order. Reasonable. Experienced help. 274 King, opp. R. R. Depot 5759-6m

E

EMPLOYMENT OFFICE.

Union Employment Office. Tel. 1420 All kinds of help. G. Hiraoka, Proprietor, 1210 Emma, cor. Beretania 5539-6m

Y. Nakanishi, 34 Beretania nr. Smith Street, for good cooks, yard boys Phone 4511; residence phone 4511 5246-6m

Japanese cooks, waiters, yard boys Matsumoto, 1124 Union. Tel. 1756 5070-4f

EXPRESS AND DRAYING.

All kinds of expressing and draying Charges reasonable. Manoa Express, South cor. King. Tel. 1623 5596-1y

EXPRESS.

Gomes Express. Tel. 2298. Reliable, reasonable, prompt and efficient 5537-6m

F

FURNITURE—KOA, MISSION.

Furniture made to order reasonably; carpentering of all kinds. R. Hasegawa, King St., opposite Alapai 5692-6m

G

GLEE CLUB.

Kaol Glee Club, 51 Young Bldg. Tel. 3687, furnishes music any occasion 5531-4f

H

HAWAII'S MUSIC.

Ernest K. Kaal, 51 Young Bldg. Tel. 3687, teaches vocal and instrum't 5752-4f

HAT CLEANERS.

T. Sato, cleaned, dyed and blocked; call and deliver; Kamaowale lane near Beretania, nr. Hotel street. Telephone 3723. 5536-1y

HOUSEHOLD MOVING.

Gomes Express, Tel. 2298; furniture, piano moving; storage facilities. 5534-4y

HARNESS MAKER.

S. Morinaga, harness repairing of all kinds; work guaranteed; reasonable; 271 Beretania, near Ala St. 5559-1y

J

JEWELER.

Sun Wo, Gold and Silversmith; material and work guaranteed. If not satisfactory money will be refunded. 1121 Maunakea, nr. Hotel street. 5531-6m

L

LIVERY STABLE.

First-class livery turnouts at reasonable rates. Territory Livery Stable 248 King, nr. Punchbowl. Tel. 2535 5518-4f

You're on the RIGHT TRACK



You can't go wrong when you follow The Star-Bulletin Want Ads to a position.

This is the one best way to find the position you want and the one you are best suited to fill.

Employers of help know Star-Bulletin WANT ADS are the best way to get the best help.

That's why you will always find in Star-Bulletin WANT ADS a list of the most desirable openings.

The time to advertise is when you want business. The place to advertise a retail business is in the newspaper. In Honolulu The Star-Bulletin, with over 5000 circulation, reaches upwards of 15,000 readers every day. Do you want their business?

WANT ADS

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M

MATTRESS MAKER.

Yamaguchi, Mattresses, all sizes made to order. King opp. Alapai St. 5739-6m

MASSEURS.

J. Oyama, massage treatments of face and body. Kukui st, near River st. 5605-1y

P

PAINTER.

S. Shiraki, 1202 Nuuanu; Tel. 4137. Painting and paperhanging. All work guaranteed. Bids submitted free. 5528-3m

PLUMBERS.

Plumbing and tinning; prices reasonable; 1320 Nuuanu St. 5817-4f

PRINTING.

We do not boast of low prices which usually coincide with poor quality; but we "know how" to put life, hustle and go into printed matter, and that is what talks loudest and longest. Honolulu Star-Bulletin Job Printing Department, Alakea St.; Branch Office, Merchant street. 5399-4f

R

REPAIR SHOP.

Matsubara's shop, carriage and wag on repairing; King and Robello lane 5553-6m.

S

SHIRTS AND PAJAMAS.

YAMATOYA, 1250 Fort. Shirts, pajamas, kimono 5752-4f

SHIRTMAKER.

B. Yamatoya, shirts, pajamas, kimono to order; Nuuanu near Pauahi 5533-1y

T

TAILORS.

T. Shinzaki, Merchant Tailor; up-to-date fashions. Work guaranteed. Beretania Ave. corner Maunakea St. 5533-1y

Army & Navy, Merchant Tailors; up-to-date establishment; cleaning and repairing. 163 King, cor. Bishop St. 5743-4f

U

UMBRELLA MAKER.

R. Mizuta. Umbrellas made and repaired. 1284 Fort, nr. Kukui. Tel. 3745 5552-6m

A CORRECT ANSWER.

"Tommy," said the Sunday school teacher, who had been giving a lesson on the Baptismal Covenant, "can you tell the two things necessary to baptism?" "Yes," said Tommy, "water and a baby."—Western Mail.

OLD SAILORS WINK AT RECORDS OF NEW CLIPPERS

[By Latest Mail]

BANGOR, Me.—Along in the middle 60's of the last century deep sea sailors used to roll out a chanty that went like this:

"There's a saucy wild packet, a packet of fame,

She belongs to New York, and the Dreadnaught's her name.

She is bound to the eastward, where stormy winds blow,

Bound away in the Dreadnaught to the eastward we go.

Oh, the Dreadnaught's a howling down the Long Island shore,

Capt. Samuels will drive her as he's off done before;

With every stitch drawing aloft and along—

She's a Liverpool packet. Lord God, see her go!"

Those old sailors who can still remember that old chanty and the good old days of the American clipper ships smile at the occasional reports of "record-breaking" passages by sailing ships of these days and wonder why the people who make the big claims don't study the history of ocean sailing and find some facts that ought to be well known among those who handle ship news.

A notable instance of mistaken claims of latter day speed is the report published not long ago to the effect that the "clipper" ship Erskine M. Phelps had made the run from Seattle to Norfolk in the "record-breaking time" of 104 days.

In the first place, the Phelps is not a clipper. The clipper model vanished from the seas long ago. She is a fine steel ship, very fast, but built, like all modern ships, to carry as well as to sail, and a good carrier's lines are greatly different from those of a clipper.

The Modern "Record-Breaker."

As for 104 days' run from Seattle being a record, there are plenty of better performances 'round the Horn either way, allowing for the difference in distance sailed. From New York to Frisco is about 13,600 miles, from Norfolk to Seattle perhaps 500 miles further. The Erskine M. Phelps, a Bath built steel ship, is credited with these records:

Norfolk to Honolulu.....15,000 97
Norfolk to Ombay Pass.....14,480 77
New York to Java Head.....13,000 80
Java to Chilo.....11,000 58
Chilo to Philadelphia.....10,000 55
Chilo to Baltimore.....10,100 56
Across Indian Ocean.....6,500 26
Equator to Hatteras.....3,100 18
Seattle to Hampton Roads.....14,000 104

These are all good runs, some of them very fast, and the 97 days' passage from Norfolk to Honolulu, 15,000 miles, beats anything heard of in recent years, although there are some very fast ships under the French, British and German flags, whose passages are seldom reported on this side. But the claim is set up that the performances of the Erskine M. Phelps have never been equalled, and that claim will astonish anyone who is at all acquainted with the records of the famous clippers that sailed under the American flag in "the days before the war."

Those who believe that this world is rushing too fast would be surprised to learn from the records of some of the famous clippers of New York and Boston and Baltimore that the steamships of the present are but a shade ahead of them in the matter of speed. It would not take long to count the express steamers that can make more than 20 knots an hour, while the majority of the best are unable to maintain more than 18—except on paper. Not a few clipper ships logged as high as 16 and over.

Some Fast Ones of the Sixties.

The log of the famous Dreadnaught of New York showed this speed several times during her remarkable passage in 1865 from Sandy Hook to Queenstown, a distance of 2760 miles, in 9 days and 17 hours. Eleven knots and a fraction was her average for each hour of the time.

The Flying Cloud of an earlier generation, on the authority of Maury, is credited with a run in one day, from noon to noon, of 43 1/2 statute miles. There is no authentic record extant of her performances prior to 1851, in which she made the run referred to. It was on a passage from New York to San Francisco, covering a distance of 13,610 miles and consuming 89 days and 18 hours. Such passages make the blood tingle when the meaning is understood.

Homeward or outward bound, it was all the same, canvas and masts and all hands standing by, waiting for something to part company. It may have been reckless work, according to the ideas of owners and masters of today, but the thoroughbreds were built for it.

The skippers of the clippers, besides the pride they had in their craft to strive to be first, enjoyed substantial inducements to run risks and take every chance to make a quick passage. Owners held out prizes that were as high in some instances as a premium of one pound sterling a ton for the first cargo of tea or of Australian wool of the year landed in England. There are but few lines that now offer their captain more than a suit of clothes.

A glance at the record runs of the

clippers shows what a falling off there has been in the speed of sailing craft since their time. Nowadays vessels bound from the British Isles or the Atlantic coast to San Francisco make the passage in anywhere from 130 to 150, and sometimes 170 days. Compare this with the Flying Cloud's marvellous work.

In 1851 the Sovereign of the Seas reached San Francisco from New York in 102 days, 14 of which were spent lying off Valparaiso, where she ran into a gale that partially dismasted her. After discharging at San Francisco she sailed for Honolulu and ran from that port to New York in 88 days without starting a tack. In ten consecutive days she made 3300 miles. From New York she sailed for Liverpool, was becalmed on the banks of Newfoundland, and when she got a chance ran from there to the Mersey in five and one-half days. This passage, including the time she lay becalmed, occupied only 13 days and 19 hours.

In the following year the same ship, bound from San Francisco to New York, covered 6245 miles in 22 days, being an average of 283.9 miles a day. Her best run was 419 miles. Once she topped this by a day's work of 437 miles.

The Natchez was another famous vessel, and once made the passage home from Canton to New York in 76 days. All told, she made but six voyages, and the longest time spent on any one was 98 days from Hongkong.

The Surprise of London, a contemporary of the Natchez, sailed to San Francisco on her maiden trip in 96 days, and her topsails were reefed but twice during the entire voyage. From San Francisco she cut across the North Pacific to Canton in 31 days loaded tea, secured £6 a ton freight money, and it is said by the time she reached London she had paid for herself, all her expenses of sailing and maintenance, and had left a balance of £10,000 in her owners' pockets.

The Samuel Russell of Boston in 1854 made 318 miles in one day, homeward bound from Whampoa. In 30 consecutive days she covered 6722 miles, or nearly half the distance between New York and China.

In 1852 and 1853 the Flying Dutchman of New York went to San Francisco, discharged, loaded and rounded out the voyage, covering 27,220 miles, wharf to wharf, in six months and 21 days. She sailed from the Golden Gate to the Horn, 6380 miles, in 35 days. In 1853 the Trade Wind of New York reached home from San Francisco in 75 days.

The Lightning of Boston in 1854 crossed the Atlantic to Liverpool in a few hours over 13 days. This ship, just prior to the beginning of the war, was sold to England, rigged into a bark and entered into the Australian passenger service. She sailed once from Melbourne to Liverpool, 12,190 miles, in 64 days.

On the heels of these performances down to 1870 others occurred quite as remarkable. The Comet of New York went from Liverpool to Hongkong, 13,040 miles, in 84 days; the Red Jacket of Boston, built at Rockland, Me., from Sandy Hook to Liverpool in 13 days, 1 hour and 25 minutes, and from New York to Melbourne, 12,720 miles, in 69 days, 11 hours; the Mary Whitredge of Baltimore, from Cape Henry, Va., to Liverpool, 3400 miles, in 13 days and 7 hours, and the bark Dawn of New York came home from Buenos Ayres, 6010 miles, in 36 days.

The Dreadnaught, whose life was a race against all contenders and invariably in her favor, in 1865 sailed from Honolulu to New Bedford, Mass., 13,470 miles, in 82 days. The year before her smashing run of 9 days and 17 hours, New York to Queenstown, she was driven across the Atlantic from Sandy Hook to Liverpool in 13 days and 8 hours.

End of the Dreadnaught.

In 1869, when her fame was at its height, the Dreadnaught was piled up on Cape Pemas, to the northeastward of the island of Terra del Guago, white bound from Liverpool to San Francisco. Her loss was attended by terrible sufferings on the part of the crew of 34, including a woman (the stewardess) and baby. The wreck occurred on July 4, and for 17 days they subsisted on shellfish. They were finally rescued by a Norwegian bark.

LEGAL NOTICE.

IN THE CIRCUIT COURT OF THE First Judicial Circuit, Territory of Hawaii. At Chambers—in Probate. In the matter of the Estate of William Robertson or Cameron. Deceased. Notice to Creditors.

Notice is hereby given that Letters of Ancillary Administration with the Will annexed have been issued to Bishop Trust Company, Limited, an Hawaiian corporation, as Ancillary Administrator with the Will annexed of the Estate within the Territory of Hawaii of William Robertson or Cameron, late of the County of Forfar, Scotland, deceased.

All creditors of the said estate are hereby notified to present their claims against the said estate, duly authenticated, and with proper vouchers, if any exist, even though the said claims be secured by Mortgage upon real estate, to the said Bishop Trust Company, Limited, at its office No. 924 Bethel Street, in said Honolulu, within six (6) months from the date hereof (which is the date of the first publication of this notice); otherwise such claims, if any, will be forever barred.

And all persons indebted to the said estate are hereby notified to make immediate payment to the undersigned as such Ancillary Administrator.

Dated at Honolulu, T. H., July 6, 1914.

BISHOP TRUST COMPANY, LIMITED, Ancillary Administrator with the Will Annexed of the estate within the Territory of Hawaii of William Robertson or Cameron, deceased. 5898-July 6, 13, 20, 27, Aug. 1.

BY AUTHORITY.

SEALED TENDERS.

Sealed tenders will be received by the Superintendent of Public Works up until noon of Thursday, July 23, 1914, for the CONSTRUCTION AND DELIVERY OF A DOUBLE PRISONERS' QUARTERS, HONOLULU, T. H. The Superintendent of Public Works reserves the right to reject any or all tenders.

Plans, specifications and blank forms of proposal are on file in the office of the Superintendent of Public Works, Capitol building, Honolulu. J. W. CALDWELL (S) Superintendent of Public Works. Honolulu, July 11, 1914. 5903-10t

CORPORATION NOTICES.

ANNUAL MEETING.

NOTICE OF THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE FIRST AMERICAN SAVINGS AND TRUST COMPANY OF HAWAII, LTD.

Notice is hereby given that the annual meeting of the First American Savings & Trust Company of Hawaii, Ltd., for the election of officers and directors, and for the transaction of such other business as may be brought before the stockholders, will be held at its place of business on Fort street, in the City of Honolulu, on Wednesday, the 22d day of July, 1914, at 3 p. m.

L. T. PECK, Cashier. 5903-July 11, 13, 14, 15, 16, 17, 18, 20, 21, 22.

BUSINESS NOTICES.

NOTICE TO SHIPPERS.

The S. S. Sierra will not leave San Francisco on her next advertised sailing date (July 21st).

Her next sailing from San Francisco will be on August 18th.

C. BREWER & COMPANY, LTD., General Agents Oceanic Steamship Co. 5903-3t

NOTICE.

Stockholders wishing to sell Lakeview No. 2 Oil stock and make a quick turn for cash should see me at once, as I have a list of desirable cash buyers.

J. OSWALD LUTTED, Hawaiian Hotel. 5895-4f

